1001. INTRODUCTION

Landscaping is an important complement to the urban-design fabric; to a large extent, it establishes the overall site character. Well-conceived plantings can do much to transform an otherwise dull and barren site into a more useful, comfortable, and pleasant place to be. It also softens the visual image of architecture or development. A common landscape theme helps create a sense of place; it can provide areas for public activity by creating attractive spaces to enjoy views, relax, and recreate.

There are four (4) primary goals for the streetscape in the Pier Bowl, which include: 1) developing a unified streetscape design; 2) enhancing the "Spanish-Village" character of the Pier Bowl; 3) creating a sense of arrival; and 4) maintaining and enhancing the public viewing corridors.

A. UNIFIED STREETSCAPE DESIGN

Development of a unified streetscape will enhance the Pier Bowl's pedestrian and vehicular circulation system. Streetscape includes: street trees, street furniture, lighting, signage, and sidewalks. Unity in the streetscape design will help identify the key circulation routes for the pedestrian and the driver by establishing a pattern that is recognizable to the user.

B. “SPANISH VILLAGE” CHARACTER

The streetscape will maintain and enhance the "Spanish Village" character of the Pier Bowl. Much of the impression of the "Spanish Village" is the tight-and-close arrangement of buildings where passageways are comfortable to the pedestrian on curving, winding streets, and alleys. The streetscape does not change the inherent spatial arrangement in the Pier Bowl, yet it can enhance it by making pedestrians...
more comfortable in their surroundings; and by enhancing public views, entries, and open space. The "Spanish Village by the Sea" can also be suggested by utilizing plant material and decorative streetscape furniture or paving materials which are reminiscent of the Spanish Colonial Revival styles. Materials should be consistent with the Spanish Colonial Revival tradition (see Chapter 5, Design Guidelines). Plant materials should be consistent with traditional plantings found at California Missions or in association with Spanish Colonial Architecture such as palms, flowering trees and vines, drought-tolerant plants, and succulents.

Two goals in creating a "Spanish Village" are to **underground the overhead utilities** and to **preserve significant existing trees**. If cost becomes a limiting factor in implementing these goals, then undergrounding utilities and preserving mature trees should apply to areas where the most aesthetic benefits will be gained.

C. SENSE OF ARRIVAL

The streetscape should create a "sense of arrival" at key intersections entering the Pier Bowl. This goal is accomplished by creating focal areas, or **entries**, at key intersections along the main circulation routes. These entries are made "focal" by highlighting the location with highly noticeable plant material, entry structures, street furniture, or other spatial enhancements which signify changes in location, direction, or importance, in other words, gateways are created. The intent then is that the user notices the change from outside to inside, recognizes it as the entry, and has the desired "sense of arrival."

D. VIEW CORRIDORS

A goal of the Specific Plan is to maintain and enhance public view corridors while allowing tree planting that supports and directs the streetscape. The most significant public views are identified in Figure 4 of Chapter 3, Goals, Objectives, and Policies. The views are enhanced, directed, or protected by the planned streetscapes. The relative positioning of street trees, as well as the types selected, will allow windows of view in the key areas, as needed. Street trees are chosen, in part, for their respective character of becoming a manageable, mature size.

**1002. SPACE LIMITATIONS**

One important element in creating the streetscapes and entries noted above is the amount of space available to create the effects which show unity and sense of arrival. Trees, structures, street furniture, lighting, and other special features need space in which to be placed. The Pier Bowl area has a severe limitation on the amount of parkway space.
available—that is, the public right-of-way (ROW) space between private property and street paving. In some locations, there is less than three or four feet available to place, streetscape features like sidewalk, street trees, and street signs. The minimum sidewalk width is of four and one-half feet (4-1/2’), which leaves no extra room for providing other streetscape features. The result of these pockets of limited space is that they can disrupt the repetition and pattern of the streetscape. While the tight spaces lend to the impression of the "Spanish Village," they conflict with minimum widths of parkway needed to add streetscape features.

These space limitations require that several strategies be developed when dealing with areas where there is not sufficient right-of-way (ROW) to accommodate the full streetscape improvements. This Specific Plan recognizes the need for sidewalks throughout the primary and secondary circulation routes as the minimum practical streetscape treatment. Sidewalks will provide for pedestrian safety and a minimal degree of uniformity to suggest main circulation routes. True visual uniformity, will be provided by vertical streetscape elements—such as street trees and monument signage—where space allows. This Specific Plan identifies four ways to approach the space limitation problems. The best strategy is probably a combination of these options. The four options include:

[Image: LITTLE OR NO FRONTYARD BUILDING SETBACKS AND NUMEROUS DRIVEWAY CUTS ALONG ALAMEDA LANE LIMIT OPPORTUNITY TO ADD STREETSCAPE IMPROVEMENTS]
• Expand the City parkway by acquiring private property. This option should only be used for the most important streetscape features such as at entry intersections or where the minimum sidewalk width is not available in existing ROW.

• Expand the parkway area by narrowing the street width. This option should be utilized only when the existing parkway does not allow room for sidewalks, where additional ROW cannot be gained between existing curb lines and existing private buildings or structures, and where there will not be a significant effect on the traffic flow. Use of this strategy is recommended for the secondary entries into the Pier Bowl.

• Reduce the amount of streetscape improvements provided where the available parkway cannot accommodate significant vertical streetscape features—such as street trees and monuments. This recognizes that on several street segments space for street trees or other vertical elements is not practically available, and further recognizes that a full streetscape treatment cannot be provided on those segments of secondary circulation routes. With this strategy, minimum parkways are being provided for sidewalk only, while street trees, monuments, and decorative paving are utilized only at intersections or entry areas.

• Require projects that front areas where there is deficient parkway to plant the designated street tree on private property. This would help fill the gaps in the streetscape and, over time, provide consistency. The trees would be maintained by property owners on which the trees are placed. This, of course, is not the preferred option, since consistent maintenance cannot be guaranteed over time. The preference is to install street trees within the right-of-way, and the "back-up" tree option should be left for the most extreme circumstances.

1003. STREETSCAPE TREATMENTS

A. STREETSCAPE OVERVIEW

Streetscape treatments are meant to enhance and unify the visual and spatial experience of the driver and the pedestrian. A comfortable experience through streetscape pattern gives the user a sense of direction and a "sense of place" within the Pier Bowl. Streetscape treatments follow the circulation routes within the Pier Bowl: those streets that are the primary routes of travel when entering and exiting the area, and those streets which define the Pier Bowl boundaries (see Figure 28).
In Chapter 6, the circulation plan identifies the primary and secondary vehicular circulation routes in the Pier Bowl. The standard streetscape treatments have been divided by "primary" and "secondary" streetscapes to match the circulation pattern. Each will have separate street tree palettes, with the amount of specialty features such as decorative paving, street monuments, or street furniture being concentrated on the Primary Streetscapes.

B. PRIMARY STREETSCAPES (PS)

The primary streetscape follows the primary vehicular circulation route. The primary streetscape is broken into three (3) segments based on the amount of available parkway, the opportunity for public views, and the existing street trees. These three primary streetscape segments are shown on Figure 28.

1. Opportunities, Constraints, and Design

   a. Primary Streetscape - No. 1 (PS1) - The ROW width for this segment allows approximately eight-to-ten feet (8-10') of parkway on both sides of the street. The design of this streetscape segment should be influenced by Downtown/Del Mar Streetscape, since that is a strong spatial identification for the area. The interlocking red-brick pavers for sidewalks, crosswalks, and intersections should be continued. It is recommended that the color of the brick pavers be changed from "mixed-toned terra cotta" to "a uniform terra cotta," more reminiscent of the Ole Hanson-era red-clay pavers.

   The formal pattern of street trees should be utilized. The Pier Bowl should have its own planting identity and harmonize with upper Del Mar streetscape. The creative re-use of the accent tree, METROSIDEROS excelsus (New Zealand Christmas Tree), would relate this Primary Streetscape to existing streetscape. Continuation of the decorative, pedestrian-scale street lamps and removal of overhead street lights should be considered important for the aesthetic concerns of pedestrian comfort and visual continuity.

   This segment of streetscape relates strongly to the connecting streetscape segment, Primary Streetscape No. 2. These streetscape segments have a unified planting palette. The amount of parkway space that is available for trees is relatively narrow, which suggests a selection of a small-crowned tree or palm tree (see Figure 29). The following specifications shall be utilized for this streetscape segment:
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- Street trees shall be a mix of small palms and small canopy trees, regularly spaced at twenty-five feet (25') on center. Tree Types shall be TRACHYCARPUS fortunei, Windmill Palm, and ARBUTUS unedo, Strawberry Tree (see also Plant List, Section 1005.C).

- Decorative paving for sidewalks and parkway hardscape shall be red ("Terra Cotta") interlocking concrete pavers.

- Decorative street lamps shall be installed at close intervals of thirty-to-fifty feet (30'-40'), as possible, with types described in Street Furniture and Lighting sections (see Section 1005).

- Street furniture items shall be added to provide pedestrian scale detail—such as bollards, sign monuments, benches and seating, tree grates, and decorative signage. Pedestrian-scale street furniture shall be spaced at regular and close intervals of thirty-to-fifty feet (30'-50'), intermittent with street lamps for uniformity. Seating and directional signage may be at irregular intervals, as needed or desired. (See Section 1005.)

b. Primary Streetscape No. 2 (PS2) - The right-of-way (ROW) width for this segment allows approximately seven-to-ten feet (7'-10') of parkway on both sides of the street. More space is available on one side of the street (the northwest side at the upper end, and the southwest side at the lower end) due to the City-owned parking lot and park on that side. There are a number of mature trees along the Municipal Parking lot and Parque Del Mar.

The significant view opportunities of this streetscape segment of Del Mar make it unique. The public view corridor is framed and enhanced by the tall palm planting, in contrast to adjacent streetscapes where there is no ocean view. A distinct "opening" is created at the entrance to this primary streetscape, where the public view corridor is presented.

Primary Streetscape No. 2 shall maintain the Mexican Fan Palm planting because of the strong visual impact and relation to the "Spanish Village by the Sea" image. The inland side of the street has less space, making it difficult to duplicate the palm statement. Instead, the "palm" theme will be mimicked through the use of a smaller-scale palm. Smaller palms relate to the pedestrian scale and are in keeping with concerns of maintaining the public view.
Small canopy trees are recommended because of their relation to the pedestrian. These trees have the added benefit of decreasing blockage of views. When installing street trees to frame public views, it is impossible not to block a portion of these views. The objective is to space trees at regular intervals to create a continuous streetscape pattern, but to leave spaces, or "windows," where significant public-view opportunities are present.

These views are not hampered greatly by regular plantings of small trees, since the viewers are below the tree canopies. The taller existing palms do not hamper the public view because those trees are spaced at some distances, the trunks are narrow, and the heads are tall and often out of sight. Yet the palms frame views between trunks at the lower end of the streetscape and the heads from higher vantage points. Several Coral trees on public property impede the public view, and some of those trees are in questionable health. Should those trees require removal for health reasons, they should not be replaced in the same location, but they should be located strategically to enhance public views.

This streetscape is also required to relate to the adjacent primary and secondary streetscape segments in plant material and decorative features in order to create continuity. The street-tree selection and arrangement for this primary streetscape, then, should be an alternating mix of small fan palms and small trees. Street trees will be spaced regularly on the inward side of the street, and spaced regularly but intermittently on the ocean side of the street to allow public-viewing windows to the ocean. This lop-sided arrangement will be balanced by the strong palm-tree statement on the ocean side of the street (see Figure 30 and Figure 31). Accent trees may relate to those already used on the Del Mar streetscape, outside but adjacent to the Pier Bowl. The following specifications shall be utilized for this streetscape segment:

- The inland side of the street shall use both primary street trees, alternating from one to the next, regularly spaced at twenty-five feet (25') on center (o.c.).

- The ocean-view side of the street shall alternate both primary street trees, spaced regularly but intermittently, allowing public viewing windows.
• View windows shall not exceed sixty feet (60') maximum distance, shall only be allowed within sixty-to-eighty feet (60-80') of another view window, and only on the ocean-view side of Del Mar/Victoria.

• Existing WASHINGTONIA robusta (Mexican Fan Palms) shall be retained and preserved in place, as possible, and may be replaced in similar numbers if any are lost in the future; Individuals or groups of palms may be rearranged with any redesign of Parque Del Mar.

• Primary street-tree types shall be TRACHYCARPUS fortunei, Windmill Palm, and ARBUTUS unedo, Strawberry Tree (see also Plant List, Section 1005.C).

• Decorative paving for sidewalks and parkway hardscape shall be red ("Terra Cotta") interlocking concrete pavers.

• Removal of the overhead street lights and the installation of decorative street lamps at intervals of thirty-to-fifty feet (30-50') is required. The lamp types are described in Street Furniture and Lighting section (see Section 1005).

• Street furniture items shall be added to provide pedestrian-scale detail, such as bollards, sign monuments, benches and seating, tree grates, and decorative signage. Pedestrian-scale street furniture shall be spaced at regular, close intervals of thirty-to-fifty feet (30-50') intermittent with street lamps for uniformity. Seating and directional signage may be at irregular intervals, as needed or desired. (See Section 1005).

c. Primary Streetscape No. 3 (PS31) - The parkway for this segment ranges from zero-to-five feet (0-5'). Street frontages are entirely devoted to parallel parking, perpendicular parking spaces, or garage doors and walls. Unless the uses and/or structures change on Alameda and Coronado Lanes or parking is banned on those streets, the space dedicated to parking will dominate this primary streetscape. This streetscape is severely limited for horizontal space, so much so that virtually no parkway is available for vertical streetscape features, such as street trees, bollards, signage, or monuments. Combine those limitations with the designation of this loop as a Primary Circulation route, and the need for significant street widths; and it appears unlikely that any space can be obtained by expansion of ROW or narrowing of the street width.
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Therefore, it is assumed that no parkway can or will be provided on this loop, and a streetscape must be designed without vertical elements or sidewalk. The remaining element which can be altered, yet still allow vehicular use, is the ground plane of the street. Since it is the only element remaining, the ground plane must be altered to such a significant degree that it suggests its **primary** streetscape status. To that end, the paving shall be changed to a decorative paving for the entire street width and for the entire length of the loop. For both portions, Alameda is designated as vehicular and shall have decorative paving in bands that cut through asphalt parking. Entries intersect, and a fifteen-foot (15) strip parallel to curb is required. Coronado Lane is designated as primarily pedestrian, but allows vehicles for access to residences and loading for businesses. The entire street width shall be changed to decorative paving, an emphasis on the use of vertical monuments and street furniture where parkway space can be gained. Street trees shall be placed where space allows, types reflecting primary street trees for primary streetscapes. Pedestrian use is emphasized by a changed use that allows commercial uses and the pedestrian participant links Coronado to Del Mar Mictory. The decorative paving may vary the color patterns with concrete bands. Where space can be gained for vertical elements, like decorative street lamps or monument bollards, perhaps at the entrance and exit to the loop, there significant vertical monuments should be placed. See Figure 32, Primary Streetscape No. 3, Alameda Lane; and Figure 33, Primary Streetscape No. 3, Coronado Lane.

C. SECONDARY STREETSCAPES (SS)

The secondary streetscape follows the secondary circulation route shown in Figure 28. The secondary circulation does not require as much visual cue to define the route; for this reason, the secondary streetscape design features are fewer in numbers, frequency, and scale than the primary streetscape.

1. **Opportunities, Constraints, and Design**

Segments of the secondary streetscape have severely limited parkway space. Many existing features crowd the parkways, leaving as little as two-to-three feet (2-3’) with which to work. In other cases, driveway cuts are so numerous that virtually no parkway space is available. These segments of streetscape
are so limited it will be difficult to provide any streetscape features, even the minimum width sidewalk.

Overhead power lines and overhead vehicular-scale street lights line the secondary circulation routes. These features are detrimental to the pedestrian scale of the area and break up the streetscape continuity. If possible, utility lines should be underground and street lights should be exchanged with pedestrian-scale lamps.

A minimum of seven feet (7') of parkway is needed to provide a sidewalk, small street trees, and some other minimum streetscape features. In areas where mature trees exist, additional parkway will be required to accommodate saving trees in place and providing the minimum-width sidewalk.

The secondary streetscape relates in design with the primary streetscapes and entries. This segment has a unifying plant palette, with varying continuity of some features, such as the spacing of street trees, due to severe limitations of parkway space or crowding of parkway by driveways. The exact spacing of street trees, sidewalks, and other design features will be evaluated on a case by case basis in order that the best design features feasible are installed given the right-of-way and driveway-cut limitations (see Figure 34). The following specifications shall be used when designing this streetscape segment:

- Sidewalks will be provided at a minimum, in all cases, at the required width of four-and-one-half feet (4-1/2'). Street trees will be provided where two-to-three feet (2-3') can be obtained for them by parkway expansion strategies (detailed in Section 1002), for a total of six-and-one-half-to-seven-feet (6-1/2 to 7') of parkway.

- Street tree type shall be GEIJERA parviflora, Australian Willow, spaced twenty-five-to-thirty feet (25-30') in cutouts to sidewalk.

- Special pedestrian-streetscape features—such as decorative paving and monument signage—shall be limited to all street intersections or entry locations.

- Streetscape furniture—such as bollard-size monuments and decorative signage posts for informational and traffic signage—shall be placed where parkway width and length allows safe placement.

- When feasible, underground utilities and replace street lights with pedestrian-scale street lamps.
1004. STREETSCAPE ENTRIES IDENTIFICATION

Streetscape entries have been identified on the primary and secondary circulation routes. Since these are key locations to provide the "sense of arrival," the entries become very important to the streetscape theme. They create a first impression and suggest the over-all character of the Pier Bowl. Figure 28, page 10-5, shows the primary, secondary, and tertiary entries to the Pier Bowl. These three categories of entries are defined as follows:

- **A PRIMARY ENTRY** is identified at Del Mar and Seville, where the primary circulation route leaves the Downtown/Del Mar Business area and enters the Pier Bowl area. This route is the primary entry to the Pier Bowl; and as the Pier Bowl's most traveled entry, requires that it be designed to reflect its importance.

- **SECONDARY ENTRIES** are identified where secondary circulation routes enter into the Pier Bowl area from outlying neighborhoods. These routes are important to identify and highlight with special design features; again, to create the "sense of arrival," as well as to visually define the boundaries of the area. These entries are important but less in scale than the primary entry.

- **TERTIARY ENTRIES** are also identified, as it is recognized that the Pier Bowl has many locations for entry. Tertiary entries help to define the boundaries of the Pier Bowl area. They suggest a continuity of streetscape theme, and they are important to help direct the vehicular and pedestrian travelers. Tertiary entries will define the secondary streetscapes as they will contain some of the only vertical streetscape elements for those areas, such as street trees and monuments.

Limitations to all these entry areas include the narrow width of the right-of-way area and the ability to acquire extra right-of-way. "Such acquisition is assumed to be troublesome as there are numerous driveways and structures close to the right-of-way that would be difficult to eliminate with acquisition of right-of-way. Therefore, the design must be based on the limited right-of-way presented at each intersection.

A. PRIMARY ENTRY

To create a "sense of arrival" or entry, there must be a significant change in the spatial arrangement to the scale of which the pedestrian and the vehicle driver can perceive the change. The size and scale of an entry is important as it must be bold enough to capture the attention and memory of the user. To create a visual change, contrast of spatial elements and design features are required. To strengthen the entry statement, a combination of a vertical support structure with an overhead horizontal structure is recommended. The desired "sense of arrival"
would be created by introducing a doorway or a gateway that the user must pass under and through to "arrive" within the Pier Bowl. Such an overhead structure should be presented in such a way that its materials and design reflect the "Spanish-Village" theme using a combination of the following: walls that appear thick, surfaced in stucco or natural concrete, ornate metalwork suggesting wrought iron (but tolerant of ocean salt influence), cut or natural stone, decoratively painted tiles, and terracotta clay tile (see Figure 35). When designing the primary entry, the following features shall be considered:

- The existing overhead utility lines and Eucalyptus trees should be eliminated; and ornate, pedestrian-scale street lamps should be installed to open up and illuminate the intersection.

- Red pavers should be continued, but with a change out to "terra cotta" (full red), to mimic the Ole Hanson-era pavers, and to provide visual interest on the ground plane.

- The existing OLEA europaea (Olive Tree) shall remain at the northwest corner and a plaza area shall be designed around it with fountain, decorative paving, and seat walls. Plantings should be in a semi-circular arrangement and include the existing and new OLEA europaea (Olive Tree), plus BRAHEA armata (Mexican Blue Palm), and flowering plants. This plaza and planting scheme shall be the anchor for the primary entry as this location affords the most space.

- In combination with the plaza, a large overhead structure is recommended at the two (2) western corners of the intersection, which extend over Del Mar, either fully or in part. The structure base should be concrete with inset stone and/or red-clay tile, with an arching overhead structure constructed of ornate metalwork.

- The parkway immediately west of the structure is planted in a singular line of six blue palms. Several blue palms are also added in a planter at the southeast corner parkway for continuity of the statement on all four corners. Combine all signage into a dedicated location and graphic standard, with most likely arrangement being inset into or in harmony with the entry overhead structure. (See Figure 35.)
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B. SECONDARY ENTRY

1. SE1 Palizada/Seville and Victoria/Seville

Limited right-of-way for parkway and streetscape is a constraint on enhancing the appearance of secondary entries. Structures are within very close setbacks, including: a landmark low wall painted with an undersea theme, significant slopes, fences, walls, and trees (see Figure 34 and Figure 36). When designing an attractive and coherent entry space, the following design features shall be considered:

- Any design must be preceded by expansion of parkway to seven feet (7') through acquisition of approximately three-to-four feet (3-4') from either private property or narrowing of street width, depending on which corner of the intersection. (Each location will be evaluated on a case-by-case basis.)
- Sidewalks with decorative paving (terra-cotta interlocking pavers).
- Three to four street trees in linear arrangement, and pedestrian-scale bollard-type monument signage.
- Consolidation of street/vehicular signage in one or several decorative structures, as possible.
- Elimination of overhead utilities.
- Structural walls and the relocation of existing trees will be required on the northeast corner as no setback currently exists for those features.

2. SE2 Secondary Entry: Del Mar and Granada (Palizada)

Limited right-of-way for parkway and streetscape is once again a constraint. Structures are within a very close setback, including slopes, walls, buildings, steps, and driveways. This entry is important because it is a link in the primary streetscape. All the features described above for secondary entries shall be used here with the addition of a vehicular-scale vertical structure. This should be consistent with the design and materials proposed for the primary entry at Del Mar and Seville, but scaled down to reflect the "secondary" importance of this intersection (see Figure 10-7 and Figure 10-9).
SECONDARY ENTRY

PIER BOWL
SPECIFIC PLAN

Figure 36
C. TERTIARY ENTRIES

Tertiary entries provide some of the few locational opportunities to place vertical streetscape elements within the secondary streetscapes. An effort shall be made to acquire right-of-way that accommodates minimum sidewalk plus street trees and monuments (6-112 feet to 7 feet). Minimum features per corner shall include: three (3) entry street trees (Blue Mexican Fan palms); one (1) bollard monument; one pedestrian-scaled street lamp; decorative and informational signage combined on two (2) uniform signage structures; decorative terra-cotta interlocking pavers for sidewalks. (See Figure 34, page 10-16.)

1005. STREET FURNITURE

Street furniture is defined as any fixture within public streetscape that can be used in a functional way by pedestrians. The pedestrian may interact directly with or touch street furniture, and the furniture is often placed within the reach of the pedestrian for his/her specific use and comfort: for example, benches, trash receptacles, tree grates, light fixtures, directional or informational signage, and even parking meters. These items are put to full use by the pedestrian, and they are a significant part of the pedestrian experience in the Pier Bowl.

Street lights and other street fixtures on vehicular-oriented streets are designed to be functional not visually attractive. This type of street-furniture treatment is generally designed not to draw attention and are more functional that aesthetic. The street furniture in pedestrian-oriented environments, on the other hand, is designed with aesthetics as well as functions in mind. The primary streetscape and the pedestrian walkways in the Pier Bowl are oriented toward the pedestrian - and therefore demand a more aesthetic design approach. The street-furniture program in the Pier Bowl shall include fixtures that are full of detail and visual interest at a scale comfortable to the pedestrian.

The existing street furniture in the Pier Bowl is probably closer to vehicular rather than pedestrian orientation. Some of these elements include: heavy precast concrete benches, signs, and parking meters on plain steel posts, and street lights thirty-feet (30') high. These elements lack interest to the pedestrian because they lack detail that the pedestrian may note or they are out of visual range of the pedestrian.

The vehicular orientation of the existing street furniture should be replaced with furniture that reflects a pedestrian scale as well as the City's Spanish Colonial Revival tradition. The City shall develop a street-furniture matrix, the criteria used to determine the specifics include:
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PIER BOWL
SPECIFIC PLAN

STREETSCAPE DESIGN

FIGURE 37
• Fixtures shall be ornamental and of materials reminiscent of the "Spanish Village" theme (i.e., ornamental metal, stone, or stone-like, red clay).

• Fixtures are or can be manufactured by multiple firms for a period extending into the foreseeable future in order to assure acquisition of replacements when necessary.

• Materials and construction of fixtures should be tolerant of conditions including sea spray and minor vandalism. Fixtures specified should also be utilized as street furniture on other streetscapes within the City (such as Del Mar, MLPSC Entries, Los Mares, etc.) to minimize stocking and replacement overlap; sizes and styles of fixtures which fit the space available within the Pier Bowl.

• Minimum fixtures types shall be pedestrian-scale streetlight standards, bollard-sue monuments, bus benches and comfort benches, parking-meter posts, stands or fixtures for street-name signage and traffic signage (actual traffic and street-name signs shall remain at the current City Standards), trash receptacles, and tree grates.

1006. DIRECTIONAL SIGN PROGRAM

Directional signage shall be used throughout the Pier Bowl along vehicular circulation routes, bicycle routes, and pedestrian walkways. Directional signs shall be of small-scale, wood sandblasted finish. Signage may also take the form of path or route of travel markers, or monuments, with a Pier Bowl logo and the words "Pier Bowl.” Monuments can be in the form of waist-high, bollard-like objects, most likely made of precast concrete. Lettering or graphic may be inset; foot lighting may also be included in some locations. The signs will be used to direct the public to parking, commercial districts, recreation areas, and other public places. Private advertising informing the public about special events and local business can be displayed on kiosks that are placed in public areas. No private advertising will be allowed in the directional-sign program.

It is also suggested that directional signage and street signage be incorporated into uniform structures, where signage clusters in areas of importance in the Pier Bowl. Existing is a malaise of street signage, traffic signage, directional signage, bus stop signage, and other informational signage. These signs cluster in certain areas, especially at important entry intersections or public spaces. Mixed clusters of signs distract the viewer from receiving a clear message from the signage, or from experiencing important spatial experiences due to the clutter. By consolidating all signage for a particular area into a uniform structure, the viewer has central location to get information, a visible "clue”

Signs should be constructed of materials that are consistent with the streetscape and the street-furniture programs, and suggest the "Spanish Village by the Sea" theme. To that end, framing material should include ornamental metal, and the structure may be incorporated on top of the monument bollards that are used as path markers. (See Figure 38.)
1007. PLANTING CONCEPTS AND PLANT LIST

The purpose of this section is to provide planting guidelines that will unify planting areas in the Pier Bowl through the use of harmonious planting material. The use of plants which suggest the "Spanish Village by the Sea" theme are encouraged. This planting concept also distinguishes between the urban and recreational planting areas, with distinct planting pallets for each area.

The plant lists described in the City of San Clemente Design Guidelines shall be utilized within the Pier Bowl area, and adherence to that document shall be mandatory when designing individual projects within the Specific Plan area (see Section II.D and Appendix A of the City of San Clemente Design Guidelines). These guidelines identify the Pier Bowl as a special area, and do allow for tree selections to vary from the list of suggested. The tree types that are listed below are mostly consistent from the City Design Guidelines list; however, several of the trees reflect recommendations made during the public-review process for the Specific Plan. Plant types shall be approved by the City as a part of the Site Plan Review of a project.

The primary or secondary street trees listed shall not be varied. Background tree choices will be allowed some flexibility for individual projects, as long as plant choices are consistent with the City's Design Guidelines list and harmonious with the landscape objectives for the Pier Bowl.

A. URBAN AREA LANDSCAPE

The urban "area" designation encompasses the majority of the study area, which includes portions of residential, commercial, and mixed-use areas. Urban tree plantings are intended to be more formal in arrangement. The primary and secondary circulation routes fall under this category. The urban area plantings can be either planting areas adjacent to a primary, secondary, or entry streetscape area or private or public-landscape spaces within the urban setting but located away from the street.

Urban plantings should be in conformance with the City's Design Guidelines Plant List.

All individual site planting designs should be sensitive to the relationship of the landscape to Pier Bowl Architectural Guidelines. Those guidelines require the
provision of outdoor spaces to suggest the Spanish Colonial Revival theme. Outdoor spaces take the form of arcades, courtyards, plazas, patios, verandas, trellis areas, and colonnades. The use of frequent plants in these outdoor spaces is encouraged.

Planting designs shall enhance such spaces in a manner that complements and reinforces the Spanish Colonial Revival theme, reminiscent of the Santa Barbara/lontecito area of California: flowering vines at walls, slopes, and trellises; use of course-leaf succulents, use of flowering shrubs and trees. A strong design with simplistic, yet rich, landscape plantings shall be incorporated into the theme of each project. For examples, palms, or palm-like trees (i.e., soft-tip yuccas, dragon trees, etc.) with slender trunks and relatively small canopies, which act to provide both a vertical delineation and frame views toward the sea.

The urban planting adjacent to City streetscape areas shall be aware of the streetscape design theme for the Pier Bowl and shall compliment not conflict with it. Trees within "frontages" may be the same as the City street tree, but other varieties included in the planting lists are encouraged to add variety. Selection of additional varieties of trees helps to reduce creation of a tree monoculture. Working from a designated list will limit the planting palette to provide continuity of theme.

The streetscape program is explained in detail in this chapter, while the planting list below reiterates the plant selections identified there. In order to maintain mature trees in the Pier Bowl, the preservation of mature, healthy trees is encouraged and may substitute for the required street tree.

**Primary Streetscape:**

Primary Street Trees ……….. TRACHYCARPUS fortunei, Windmill Palm

Secondary Street Trees ..................... ARBUTUS unedo, Strawberry Tree

Suggested Support Trees in Frontages ..............................................................
Primary/Secondary Trees listed above; ..... WASHINGTONIA r., Mexican Fan Palm, LMSTONA sp., Liv. Palm, .... ARECASTRUM romanzoffianum, Queen Palm; palm/palm-like trees

**Secondary Streetscapes:**

Primary Street Tree ................................................................. GEIJERA parvinora

Suggested Support Trees in Frontages ...................... Palm/palm-like trees: ... PHOENIX sp., WASHINGTONIA r., BRAHEA sp., LMSTONA sp.

........................................ ARECASTRUM r., DRACAENA d.
Entry Streetscapes:

Primary Tree ............... BRAHEA armata, Blue Mexican Fan Palm
Secondary Tree ..............................................................
.......................... METROSIDEROS excelsis, New Zealand, Christmas Tree

Special Effect (minor public entry/interest or private special effect):
................................................. BRAHEA armata, Blue Mexican Fan Palm
........................................... METROSIDEROS excelsis, New Zealand Christmas Tree
............................................ DRACAENA draco, Dragon Tree

B. RECREATION LANDSCAPE

The recreation "area" contrasts dramatically with the urban area by utilizing natural groupings and informal arrangements of trees and supportive plantings. Areas adjacent to or in proximity with the bluff, coastal canyons, the ocean, or other open space areas shall employ plant materials that suggest the native environment. All efforts should be made to utilize plants that are reflective of both "native/quasinative" Southern California. In order to provide a sustainable and environmentally sensitive landscape system that is water conscious, environmentally or micro climate appropriate, and allows visitors to observe unique Southern California plant species, native or native like vegetation shall be encouraged. (Refer to the Plant List in the Master Landscape Plan for the City of San Clemente, "Recreational Corridor Natural Edge," for a list of native planting materials.)